

NOTHING can be more evident than the truth of the quotation from the Scripture, "The multitude of counsel there is wisdom, and the more attentive the observer of the affairs of mankind, the more strongly will this fact be the result of observation. And he who will trouble himself to trace our country's history, from the first days of our independence to the present time, cannot fail to find instances where measures, which could not result in their ultimate consequences to suit diametrically opposite to what was intended by their originators, have been advocated with a recklessness indeed painful to the attentive observer.

Of this character, beyond a doubt, is the effort that is now being made, as we believe, not by the Southern people, but by a few devoted, self-willed, blinded men, to re-open the slave trade. We say blinded, for although they may succeed in landing a few cargoes of negroes, perseverance in the effort must inevitably lead to emancipation, or else be put down by the strong arm of force, and thus tend to increase rather than diminish the diversity of opinion that now unhappily exists between the abolitionist and the conscientious slaveholder, and increase the number of the former from the ranks of those who are now the strongest friends of the latter.

To be convinced that the project of reopening the slave trade must result in failure, it is only necessary to contemplate what opposition to the measure is to be overcome. It has been denounced as piracy by general consent of the whole civilized world, to which it cannot be expected, will again consent to it. It is an inhuman traffic, inasmuch as so great a number die from the effects of a sea voyage, and of their own filthy habits, which is inevitable, as was demonstrated on board the Niagara, where they had ample room, and, no doubt, every comfort and convenience that their nature would allow, when on shipboard. It is inhuman, as wars are waged among the different tribes on the coast in order to make prisoners of each other for the supply of the market.

Its whole tendency, from beginning to end, is opposed to morality and to the laws of God and Christianity, and from these and other causes that might be stated, it is abhorrent to a great portion of the people of the United States, so much so, that we believe they never can be brought to consent to it, aside from the political reason that these same men who advocate the re-opening of the slave trade, would be the first to seek a three-fifths representation for these beings, not far removed from brutes, but by circumstance so placed in the political bearing that five of them are made to counteract the vote of any three white men in the country, although they have neither voice or influence in any question that may arise. This clause in the Constitution, it must be conceded, bears hard on the freedom of the North and West, when it is considered that under it the slave influence has increased from 800,000 to about 4,000,000, which, if it could have been foreseen by those who made the Constitution, would never have been consented to. The idea and motive of all at the time, was that slavery was an undesirable and unjust institution, incompatible with liberty, and would gradually but surely become extinct. Alas, how much more commendable and patriotic were the views of our forefathers than are those of many of their descendants.

Such proceedings may lead to a dissolution of the Union, and, from appearances, there is a small portion of the leaders in the Southern States who look forward to such a result even with pleasure. Blind and infatuated indeed must be such men. Situated as we are, if a peaceable dissolution of the Union could be brought about, who is there that has contemplated such an event, believing it possible, could live in peace and harmony twelve miles from We believe there are few such, for, like two separate nations, questions would be constantly arising that must lead to collision and war, even if considered calmly and without prejudice. But there would be prejudice and an antipathy of feeling in the nature of the case that would certainly lead to war, and what is then to protect the slaveholder from the abolitionist, who could act without restraint? The possible result is sad to contemplate; but such must be and will be the effect of the re-opening of the slave trade, consequently we hope and trust that better and more prudent counsels will prevail, and that the slavery question will never be permitted to bring misery, desolation and woe to our friends and brothers of the slave States, through the effects of their own imprudence.

THE SENATE of the United States took possession of their hall on Tuesday last, when Mr. CRITTENDEN and the Vice President recalled many of the events which had transpired within the old chamber where the leading men of our country had debated questions of great national import. Mr. CRITTENDEN said "that within those walls he had seen men whose names and fame had not been surpassed in Grecian or Roman history. Here he had seen CLAY, WEBSTER, CALHOUN, LEE, WRIGHT and others. They seem to have left on these walls the impress of their fame. This majestic dome seems yet to echo their voices. There are others too whom he need not designate, for they had not yet fulfilled their political services, but whose names are in no danger of being forgotten. When Senators remove to the new chamber, they will carry with them the inspiration of their illustrious predecessors. They will leave behind them no iota of patriotism, or attachment to the constitution; these, our household goods, are carried with us, there they will ever remain. The Senate of the United States, the great conservative body of this great nation, preserving the sovereignty of the States and the integrity of the Union."

The new city government of New Bedford commenced their labors on Monday. Mr. WILLIAM NICHOLS being Mayor. Mr. NATHAN R. HAMMETT, a native of this city, was chosen President of the Common Council, and the Mercury of that city says "the Council has secured the services of an efficient and experienced leader of its deliberations, and one who is conversant with the routine of business which will come before it. Mr. HAMMETT possesses a remarkably clear and quick intellect which will greatly facilitate the despatch of business in the board."

JUDGE STEPHEN R. COTTON, of Green Bay, Wisconsin, has recently invented and patented a very simple and economical printing press, suitable for job or country newspaper offices, which is represented by the *Scientific American* as capable of performing the work very rapidly, with but a small expenditure of power.

HOX. STEPHEN A. DORRIS, who was elected Senator of Congress on Wednesday last by the Illinois Legislature. The vote stood DOUGLASS 34, LINCOLN 46.

We are requested to state that the Episcopal Church will be open for service Sunday evening at half-past seven o'clock.

TABLET, of the New Depot, has our thanks for New York papers in relation of the mail.

THERE are, probably, but few cities or towns in this country, which can boast of so many beneficial institutions as Newport, whose origin date so far back as to be beyond the memory of most of the present generation, and the time when they were commenced being known to so few. We give a concise history of them.

The first society which held regular meetings after the settlement of the town in 1630, was, undoubtedly, the Society of Friends, and this as early as 1611-12. They built their first meeting house in 1707, which is used to the present day, having been recently remodeled, and, from a very ordinary looking building, has been transformed into a very modern-looking place of worship, and is capable of seating 1200 persons. This Society at one time owned all of what is known as the "Point," having received a deed from ANN BULL embracing the lands North from Long Wharf to the farm now owned by Mr. R. L. MATLAND and Lieut. CHARLES HUNTER, East to Warner and Farewell streets. At the annual meeting of the Society in June of each year, they come from all the New England States, and it is estimated that the number in these States is about 8000, and in the United States about 125,000. Contrary to the prevailing opinion, we are assured from a responsible source that the Society is increasing in numbers instead of diminishing. A few years ago, when the troubles of this society caused the withdrawal of those known as the "Wilburites," they built a house in Mann Avenue, where meetings are held each first day.

The First Baptist Society was organized in 1644, and their first pastor was JOHN CLARKE. They are in a very flourishing condition, having at the present time 323 members. Their present house of worship was built in 1846, at a cost of \$10,000.

Trinity Church was founded in 1704 by the society for propagating the Gospel in foreign parts, and a Missionary, Rev. JAMES HONEYMAN, was sent out to take charge of it. The first edifice erected proved inadequate to the wants of the Society. It was therefore sold and was removed to Wickford, we believe. The present edifice was erected in 1742 and was subsequently enlarged. The pulpit is the only one in the country now standing, in which BISHOP HENRY preached. The Organ was a gift from the Bishop after his return to Dublin, and the bell was a gift from Queen ANNE. A few years since it cracked and was recast, but the fine tone for which it was justly celebrated, was lost, though still giving forth a clear tone. The following is the list of Rectors:

James Honeyman, Marmaduke Brown, Theodore Dyson, Samuel Whiston, Francis Vinton, D. R. Brewer and the Rev. A. G. Moore, present Rector of the Society at the present time.

In 1730 a literary and philosophical society was formed in Newport, numbering twenty-six members, who held frequent meetings for debate. In 1747 ABRAHAM REDWOOD gave to the society £200 sterling for the purchase of a library, and the same year an act of incorporation was obtained. The society assumed the name of the Redwood Library. In 1748 HENRY COLLINGS gave the Company a lot of land, and £2000 was subscribed by the citizens of the town for the erection of the present building, which was completed in 1750. We have recently spoken of the great improvements which are being made by the Company, by enlarging the building and increasing the number of books, which will make it an object of attraction to our citizens and the visitor.

Engine Company No. 1 was organized July 28, 1736, and, considering nine men sufficient to work the engine, petitioned the General Assembly to pass a law exempting that number from being obliged to Watch, Train, Mend Highways, serve as Jurors or Constables. In 1743 the Company received an engine from England, which was consumed in 1748. In 1750, when their present one was purchased. Their By-Laws provided for a fine of 3s. for setting a person wilfully if complained of the second time for idleness when on duty, which was voted out of the Company; that every member should appear at the time of meeting and send his servant; if any member smoked a pipe while another was dining, should pay a fine of 3s. The present officers of the Company are:

Foreman—William C. Townsend.
First Assistant—John B. Langley, Jr.
2d do—George Bowen, Jr.
Clerk—Joseph H. Havens.

In 1741 the Newport Artillery Company was chartered, and we are very confident it is the oldest company in this country, not excepting the Ancient and Honorable of Boston, for although the charter under which that Company held its existence dates a number of years previous, it is not the continuation of the Company which first held the charter, while our Artillery has continued in existence from the time it was first chartered. On the 17th of May, 1794, this Company broke the first ground for the battery on Fort Wolcott, known as Fort Washington, and on the 23d of the same month they mounted the first swivel gun on the Fort. July the 4th of that year they celebrated the anniversary of American Independence, and were reviewed by General (Count) ROCHAMBEAU and RICARD, commanders of the French troops. In the war of 1812 they were in active service seven months, forming the garrison at Fort Greene, the British ships of war lying off the harbor threatening an invasion; in short, they have been found ever ready to defend the Town and State either from foes without or from faction within its borders. The whole number of members who have joined this Company is 999, and of that number about 300 are now living. Mr. JAMES HAMMOND lives on the roll as the oldest member now living. Their roll presents the names of gentlemen who have held the highest positions in society, men of wealth and influence, the merchant and professional man, as well as the farmer and mechanic, and well deserving it to be called "Ancient and Honorable."

The following is the list of commanders—
Jahiel Brenton, from 1741 to 1747, 6 years.
William Mumford, from 1747 to 1752, 5 yrs.
Daniel Ayrault, Jr., from 1752 to 1770, 18 yrs.
Nathaniel Mumford, from 1770 to 1773, 3 years.
John Malbone, from 1773 to 1792, 17 yrs.
Francis Malbone, from 1792 to 1810, 18 yrs.
Benjamin Fay, from 1810 to 1815, 5 years.
Christopher G. Champlin, from 1815 to 1818, 3 years.
Richard K. Randolph, from 1818 to 1824, 6 years.
John B. Lyon, from 1824 to 1825, 1 year.
Henry V. Cranston, from 1825 to 1828, 3 yrs.
John Doane, from 1828 to 1829, 1 year.
Trick Clarke, from 1829 to 1831, 2 years.
Nicholas C. Rose, from 1831 to 1832, 1 year.
Stephen A. Robinson, from 1832 to 1837, 5 years.
William B. Swan, from 1837 to 1845, 8 years.
Christopher G. C. Perry, from 1845 to 1854, 9 years.
Thomas B. Carr, from 1854 to 1858, 4 years.

The first notice we find in regard to the Masonic Fraternity, is in a scrap of record which reads thus—"On ye 5th day of ye 9th mo, 1655, we assembled at ye house of Mordecai Compennell, and gave a degree to Abraham Moxes." There was, probably, no regularly organized Society of Masons at that time in the town; only a few persons who had been initiated into the mysteries before leaving the old country, and not until January 14, 1743, ninety-

four years later, was St. John's Lodge incorporated, Robert Jenkins being the first Master.—Benjamin Franklin visited the Lodge on the 10th of January, 1755, while on a visit to his brother James, who was carrying on the printing business in this place, and James, who had but recently started the *Newport Mercury*, joined in December 1758. On the 4th of November, 1756, a number of the society went to Providence and formed the first Lodge there, initiating James Greene, John Gurnish, John Randall, Joseph Russell, George Jackson, Benjamin Bowen, Ebenezer Thompson and Moses Deshon. In 1769 Moses M. Hays, a Jew, established another lodge of a higher degree in this town, which was called the King David's Lodge. This lodge embraced among its members many of the first merchants and professional men of the times, viz.—Moses Seixas, Peleg Clarke, John and George Champlin, Ebenezer and Joseph Burrill, Abraham Redwood, Christopher Fowler, William Littlefield and Dr. William Wigneron. This lodge united with St. John's on the 19th of October, 1790. St. Paul's Lodge, which presented still higher degrees, was formed June 21, 1816, and united with St. John's September 14, 1818.

The Masters of St. John's Lodge have been as follows, viz.—Robert Jenkins, Benjamin Mason, Samuel Brenton, Moses Seixas, James Perry, John A. Shaw, John L. Boss, Isaac Stoll, Stephen T. Northam, Theophilus Topham, S. Ayrault, Robinson, Archibald Munro, Nicholas G. Ross, Peleg Clarke, Washington Van Zandt, William Grey, John Eldred, Henry D. Debliss, John D. Dennis, James G. Topham, Edmund J. Townsend, Nathan H. Gould, and Gilbert Chase is the present Master. The corner stone of the building, known as "Masonic Hall," was laid April 12th, 1802, by Christopher G. Champlin, Past Grand Master of the State, and dedicated February 22, 1809, by M. W. Moses Seixas, Grand Master of the Grand Lodge of the State. The Society at present has 130 members.

The Newport Marine Society was instituted in 1752. For thirty-three years they were known as the Fellowship Club, Benjamin Wickham being the first member. This Society makes no ostentatious display, but many a widow's heart has been made glad through its instrumentality. Its whole income, \$1300 per year, is distributed for the relief of unfortunate mariners, their widows and orphan children. Since its first organization 430 persons have been admitted, all of whom (excepting 15 honorary members) have been captains of vessels, and only about 40 are living. Commodore O. H. Perry and Mr. C. Perry joined this society in 1814.

The oldest Bank in the city is the Bank of Rhode Island, which was incorporated in 1796. October 12 of that year the subscription book was opened at the State House, and in two hours nearly eight times the number of shares allowed by the Constitution were subscribed for, which showed a pleasing proof of the revival of business in the town from the great loss it sustained during the war. October 17th, the stockholders held their first meeting, and George Gibbs, George Champlin, Peleg Clarke, Caleb Gardner, James Robinson, Thomas Denck, Walter Channing and Steuben Martin, Directors.

The Rhode Island Bridge Company was incorporated in 1794, and held their first meeting on the 25th of July of the same year. The first bridge over Howland's Ferry was commenced May 11, 1795, and completed October 20 of the same year. It was 900 feet long, 36 feet wide, had 42 piers and a sliding draw. The depth of water was 8 1/2 fathoms. It was shortly after destroyed, but the Company had found the necessity for one and commenced the rebuilding at once. It was completed the second time in September 1796, under the supervision of Col. John Cook, of Tiverton; Major Alexander Thomas, of Portsmouth, being the architect. In 1804 the second bridge was destroyed, but in a short time the Company commenced the construction of the third and present bridge, which was a long and very expensive job. It was completed during the latter part of 1806.

The Dorcas Society was organized in 1825, and has been the means of assisting many persons, whose necessities would probably have been unknown and unheeded but for the efforts of this Society. During the past two winters 1600 articles for comfort have been distributed.

The severe snow storm which commenced here Tuesday morning about 2 o'clock, began in New York about 6 o'clock Monday afternoon, and in Boston about 5 o'clock Tuesday morning. Although the depth of snow in this city was about 15 inches on a level, we learn it is but about half the depth they have in many places a few miles to the North of us. A high wind drifted it considerably, but the sleighing about our city was excellent on Thursday, and the opportunity was generally improved. Our sidewalks were in a passable condition in a very short time after the storm ceased, by the exertions of our law-abiding citizens and the efficiency of Mayor CRANSTON, who had a large gang of men employed for two days. Our exchanges indicate that the storm extended over a wide spread region of country, and was very severe, but the only disaster of moment on our coast, as yet mentioned, is that which will probably cause the destruction of the steamer C. Vanderbilt, the particulars of which may be found in another column. Yesterday morning it commenced raining in torrents, and the indications are, that the snow will go about as fast it came.

We were shown on Thursday one of the new cents which are to be ready for general distribution in February. The "Goose" is no longer there, but in its stead is an ideal head of America; the drooping plumes of the North American Indian give it the character of North America. The head is intended as an illustration of "Liberty." The reverse is a plain laurel wreath, enclosing the words ONE CENT. The weight is 72 grains, or three twentieths of a true ounce—eighty-eight per cent. copper and twelve per cent. nickel.

At the annual meeting of Aquidneck Engine Company No. 3, held at their hall Tuesday evening, Jan. 4th, the following officers were elected for the ensuing year:

Foreman—Julius Sayer.
1st Assistant—Augustus Goffe.
2d do—Thomas M. Norman.
3d do—Wm. G. Sabary.
Clerk & Treasurer—James B. Brown.
First Order—Gorton Anderson.
2d do—Charles T. Dubbs.

MR. WANTON T. SIEMAN, slaughtered on Thursday an ox raised by J. EASTON BAILEY, in Middletown, which weighed 2400 lbs. alive. It was weighed yesterday, after hanging twenty-four hours, and stood as follows:—

Meat, 1,498 lbs.
Hides, 160 lbs.
Tallow, 145 lbs.

MR. SIEMAN will have it for sale this morning, at his market foot of the Parade.

HON. C. C. VAN ZANDT having made two appointments to deliver a Poem at Aquidneck Hall, on account of the storm, he has obliged to defer it until Tuesday evening next, as will be seen by advertisement.

City Council.

January 6, 1859.
BOARD OF ALDERMEN.—Present, His Honor the Mayor, presiding. Aldermen Stevens, Dennis, and Hopkins.
Finance report No. 8, recommending bills to the amount of \$108,716, to be paid from City Treasury.
Report of Street Commissioner for work done for the past six months. Received and ordered on file.
Resolved, That the salary of the Street Commissioner for the ensuing year be the same as heretofore fixed at one hundred dollars. Passed.
Comptroller John McCormick against Tom Galvin, Jr., for keeping a dog. Referred to Alderman Hopkins.
The consideration of the complaint against Wanton T. Sieman for location of Slaughter House was postponed until next meeting.
The Committee in regard to the School Committee, not being ready to report, the Board adjourned to Tuesday evening, Jan. 11, at 7 o'clock.

IN CONVENTION, His Honor the Mayor presiding.
Benjamin W. Colt was unanimously re-elected Street Commissioner.
The Convention then separated.

COMMON COUNCIL.—Present, R. J. Taylor, Esq., President, and Messrs. Carr, Stoddard, Caswell, Jr., Peckham, Townsend, C. W. Underwood and Congdon.
Wm. Stevens, Jr., was chosen Clerk pro tem.
The Board concurred in all the proceedings of the Board of Aldermen and then adjourned to Tuesday evening next at 7 o'clock.

OUR BOOK TABLE.

The first vol. of the History of Rhode Island, by Hon. John G. Champlin, Esq., published by the Messrs. Appletons.
It is with much satisfaction that we have perused this book, written as it should be, by a Rhode Island man, while many of the States have their writers abroad. Rhode Island, as yet, has had no History, except in detached portions of her story.

It is time that the History of a State should be written, which is so intimately connected with the progress of the nation, and which has so great an influence on the government of our country.
The idea of a separation of the Church from the State government, the theory of which has been cherished by great and good men, in different ages of the world, is the subject of the *History of a Separation*, written by a Rhode Island man, and which has been published in a handsome form by the Messrs. Appletons.

Mr. Arnold has devoted much time and research both in this country and in Europe, and has succeeded in obtaining materials from which he has written a History, which will be a valuable addition to the literature of the State, and will be a valuable aid to the student of our country's history.

The *History of a Separation* is a valuable work, which will be a valuable aid to the student of our country's history. It is a work which will be a valuable aid to the student of our country's history.

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STEAMER C. VANDERBILT ASHORE AND PROBABLY A TOTAL LOSS.—The steamer C. Vanderbilt of the Stonington line, from New York for Stonington, went ashore at Race Point, Fisher's Island, Tuesday morning at about 3 o'clock. The place where the disaster occurred is about a mile from the spot where the "Atlantic" was lost in 1847.

The Vanderbilt left New York on Monday at 10 o'clock, and arrived at Race Point at 10 o'clock. It was a fine day, and the wind was light. The ship was loaded with passengers and cargo, and was under the command of Captain Frazee. The disaster occurred at about 3 o'clock, and the ship was found to be a total loss.

The Vanderbilt was a fine ship, and was well equipped for service. The passengers were all saved, and the cargo was not lost. The disaster was a great loss to the company, and the passengers were all very much distressed.

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DISSENSIONS IN THE BONAPARTE FAMILY.—The Paris correspondent of the Times has the following account of a quarrel which has broken out between the American and the French branches of Jerome Bonaparte's family.

It appears that Prince Napoleon, the 2nd of old Jerome by his second marriage, is a very jealous of his American nephew, young Jerome N. Bonaparte, who is now a captain in the French army, and who is now in the United States. The Prince, the Emperor was induced to appoint a commission to examine into the legitimacy of the American branch of the family.

The Commission consisted of eminent ministers, bishops, judges, all men of the highest ability and standing. The evidence was all in favor of the American branch of the family, and the Prince, the Emperor was induced to appoint a commission to examine into the legitimacy of the American branch of the family.

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THE GREAT COMET.—A very intelligent gentleman has been engaged for some time past in calculating the orbit of the comet which appeared in 1811, and which so powerfully attracted the attention of the human race.

We gather from his pages that this celestial visitor, which slipped so gracefully along its elliptical line in space, was some 240,000 miles from us at the time of its discovery in 1811. It was then moving at the rate of 60 miles an hour. This velocity is extremely rapid, and like the swelling dimensions of a comet's tail, it is a very small fraction of the

